

should under any circumstances be paid. They were desirous of making these limits the salaries question should be considered, and they thus in this way would tend to remove ground of complaint for want of promotion and would further help to get rid of personal and other allowances. A general principle, the committee was of opinion, should be adopted, that the salaries of all officers should be fixed by the Council, and that the Governor should forward a copy of them to the Secretary of State.

Mr. Ryrie—Your Excellency may be second the resolution proposed by my hon. friend. I think it is very desirable that everything of the nature of personal allowances should be discontinued, and that for each officer there should be a fixed maximum salary equivalent to any promotion which the holder of the office might be entitled to obtain. The rule had not been made, and I think these resolutions propose that the salaries should be fixed by the Council, and that the Governor should forward a copy of them to the Secretary of State.

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His Excellency—With reference to the first instance, to an observation made by the hon. member for the Colony (Mr. Whitehead), who declared that the consideration of these resolutions in the Select Committee was out of order, I may say I think the Colonial Secretary in ruling that the Select Committee was out of order, was quite correct. The Select Committee was not a body of inquiry, but a body of advice, and it was not its duty to make recommendations on matters which were not before it.

Mr. Whitehead—The hon. member for the Colony (Mr. Whitehead) was quite correct in his statement. The Select Committee was not a body of inquiry, but a body of advice, and it was not its duty to make recommendations on matters which were not before it.

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It would be understood that we agreed entirely with all these resolutions. In consequence of my absence from the Colony I had not an opportunity of being present at these meetings, and it is for that reason that I am unable to mention that these resolutions do not entirely meet with my approval.

His Excellency—I may mention that one example I might have pointed out in referring to the fourth resolution is that of the present Chief Justice. I believe to hold the office of Police Magistrate in this colony, and he is now Chief Justice—a Chief Justice in whom everybody has the greatest confidence and who is an ornament to the Bench. I think it would have been very undesirable if promotion could not have been made in his case. The resolutions are now withdrawn, and the Secretary of State with such observations as it may occur to me to make.

THE GAMBLING ORDINANCE. A bill entitled "The Gambling Ordinance, 1890," was read a first time. The second reading of the Bill to amend the Public Health Ordinance was postponed.

THE ESTIMATES. The Council resolved itself into Committee to consider the Appropriation Bill for 1891.

His Excellency said the recommendations of the Select Committee had been carried into effect as far as the despatch of the Secretary of State permitted.

THE AUDIT IN ENGLAND. Mr. Ryrie moved that the vote of \$10,000 for the Audit Department be deleted. Everybody in the Colony objected to it. The local auditor got \$4,000, but they would like to know who got the remaining \$6,000.

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The members of the Union Church and of several other denominations had to support their own ministers and were not able to pay a salary to their ministers. They were desirous of making these limits the salaries question should be considered, and they thus in this way would tend to remove ground of complaint for want of promotion and would further help to get rid of personal and other allowances.

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with the vouchers to London for Audit. The Committee recommended that the pay of the First Clerk be increased as in the case of the Second Clerk, with the same objects in view.

Pay of Fifth Clerk to be adjusted in accordance with Secretary of State's Despatch No. 225.

Also that the sum of one hundred and twenty dollars for the Hospital Bill be added to the sum of \$1,000 for the Hospital.

Item 7.—Surveyor General's Department. Land Surveyor.—The Committee by a majority recommended that the pay of the Surveyor General be increased as in the case of the Surveyor of the Colony.

Item 8.—Post Office. In accordance with instructions from the Right Honourable the Secretary of State and the instructions of His Excellency the Governor, the Committee recommended that the pay of the Postmaster General be increased as in the case of the Postmaster of the Colony.

Item 9.—Registrar General's Department. The Committee by a majority vote the sum of \$6,000 for the Registrar General's salary, instead of \$6,500 as given in Despatch No. 213.

Item 10.—Harbour Master's Department. The Committee recommended that the pay of the Harbour Master be increased as in the case of the Harbour Master of the Colony.

Item 11.—Lighthouse. The Committee recommended that the pay of the Lighthouse Keeper be increased as in the case of the Lighthouse Keeper of the Colony.

Item 12.—Observatory. The Committee recommended that the pay of the Observatory Keeper be increased as in the case of the Observatory Keeper of the Colony.

Item 13.—Stamp Office. The Committee recommended that the pay of the Stamp Office Clerk be increased as in the case of the Stamp Office Clerk of the Colony.

Item 14.—Botanical and Afforestation. The Committee recommended that the pay of the Botanical and Afforestation Clerk be increased as in the case of the Botanical and Afforestation Clerk of the Colony.

Item 15.—Legal Department. The Committee recommended that the pay of the Legal Clerk be increased as in the case of the Legal Clerk of the Colony.

Item 16.—Ecclesiastical Department. The Committee recommended that the pay of the Ecclesiastical Clerk be increased as in the case of the Ecclesiastical Clerk of the Colony.

Item 17.—Educational. The Committee recommended that the pay of the Educational Clerk be increased as in the case of the Educational Clerk of the Colony.

Item 18.—Medical. The Committee recommended that the pay of the Medical Clerk be increased as in the case of the Medical Clerk of the Colony.

Item 19.—Municipal. The Committee recommended that the pay of the Municipal Clerk be increased as in the case of the Municipal Clerk of the Colony.

Item 20.—Police. The Committee recommended that the pay of the Police Clerk be increased as in the case of the Police Clerk of the Colony.

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re-adjusted on the basis of the Despatch No. 203, becomes \$4,600, and the personal allowance is merged.

Item 23.—Sanitary Board. The Committee recommended that the sum of \$1,170 be added as detailed in the Schedule attached to C. S. O. 1885.

Item 24.—Charitable Allowances. The Committee recommended that the sum of \$3,000 be added as detailed in the Schedule attached to C. S. O. 1885.

Item 25.—Transport. The Committee recommended that the sum of \$3,000 be added as detailed in the Schedule attached to C. S. O. 1885.

Item 26.—Miscellaneous Services. The Committee recommended that the sum of \$3,000 be added as detailed in the Schedule attached to C. S. O. 1885.

Item 27.—Military Expenses. The Committee recommended that the sum of \$3,000 be added as detailed in the Schedule attached to C. S. O. 1885.

Item 28.—Public Works, Annually Recurrent. The Committee recommended that the sum of \$3,000 be added as detailed in the Schedule attached to C. S. O. 1885.

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of State's despatch of the 20th January, 1890, 3,018 men of all ranks, of whom 2,025 are to be Europeans, will be present in the Colony within the year, and will be required to be maintained.

It is the unanimous hope of this Council that the additional money voted by the Colony for the maintenance of the Garrison will be sufficient to meet the requirements of the Garrison, and that the Garrison will be maintained at the strength of the Garrison as actually maintained by the Colony.

That in the opinion of this Council the attention of the Secretary of State should be directed to the fact that the Garrison is maintained at the strength of the Garrison as actually maintained by the Colony, and that the Garrison will be maintained at the strength of the Garrison as actually maintained by the Colony.

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Wong San Tai, the wife of an earth collector in the house is quoted as saying that she was the first to see the body of the man who had been killed. She said that she saw the body of the man who had been killed, and that she saw the body of the man who had been killed.

Inspector Mackie, recalled, said that when he had seen the deceased taken to the Hospital he returned to the house, when the man was handed over to him. There was blood on the edge of it.

The case was remanded for a week, and orders were given to subpoena Dr Ayres and Dr Atkinson.

STANLEY'S COMPANY AT THE THEATRE ROYAL. Stanley's Company made their reappearance at the Theatre Royal on Saturday evening in the burlesque of "Blue Beard," which was written by the author of "She's a Jolly Good Fellow" and "Lilla," two productions of a similar character which were performed with much success by the company on their previous visit to the colony.

"Blue Beard" is a brief description of a man who was a great success in the colony, and who was a great success in the colony, and who was a great success in the colony.

The company are now at home, and Mr Stanley showed far better judgment in selecting a piece to produce upon a company which was so inexperienced in the colony.

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CHINA AND JAPAN.

The Japanese Minister of Foreign Affairs, and the Chinese Consul at Yokohama, have come to an understanding relative to the treatment of Chinese and Japanese sailors wrecked on each other's shores. The gist of the Agreement is as follows:—

1st.—If any Japanese subjects are cast away on any part of the Chinese coast, the Chinese authorities are to render all possible assistance to them, and provide them with the necessities of life, until such time as help can reach them from their own authorities; and Chinese subjects cast away on Japanese shores are to be similarly treated by the Japanese authorities. In each case, the cost of the expenses of such cases are to be defrayed by the power whose subjects have been thus relieved.

2nd.—Whenever information is sent to a Chinese or Japanese official regarding a shipwreck within his jurisdiction, such official will at once despatch a detachment of the Chinese or Japanese coast guard to the spot, and in his power to render all possible assistance to the distressed people. The expenses of such a journey shall be borne by the Government of the country in which the wreck occurs, except in the case of special telegrams or dispatches, the cost of which shall be borne by whoever such telegram or dispatch may be sent.

3rd.—Whenever ships are wrecked and property of any kind is saved, should that property at any time be claimed, the claimants shall in all cases pay all expenses incurred in the salvaging before they get possession of the property.

THE OPENING OF CHUNGKING.

ARRIVAL OF THE CUSTOMS OFFICERS AND CONSULAR PARTY.

The N. C. Daily News correspondent writes on the 24th November:—On the morning of November 4th the Customs officers, consisting of Commissioner Hobson and Messrs. Van Dusen, Lovatt, Stubbs, and Stockwell, arrived in Chungking. One month had been consumed in the journey from Ichang. Another party, consisting of H. M. Consul Resident Mr. Rutherford, Mr. E. J. Marshall, of the Office of Public Works, and Dr. Davenport of the London Mission, arrived only a few hours later, although they had left Ichang several days later than the Customs party. Nearly all had been waiting several months for lower water. Now that after so much delay, they have finally arrived at the isolated spot, they will have opportunity to lament at their leisure that Her Majesty's representatives should have failed to ignore obstructive measures and given up without an equivalent the right to run steamers to Chungking. Our brightest longshoremen, who since the time of the 20th century the Chinese may themselves realize the advantage of steam traffic in opening and developing the trade of Western China. In the meantime the prospective opening of the port has so stirred the mercantile community in China that rumours have been current for some time or thereabouts that merchants are coming to avail themselves of the world-renowned trade opportunities of Chungking. Consuls of three great nations are said to be coming to investigate the same; but whether they will urge upon their governments to send consuls to look after the interests of their respective citizens remains to be seen. It is now thought that the port will not be actually declared open at the earliest before the Chinese New Year, as the necessary arrangements must await the slow movements of the Chinese officials.

The Customs officers are still living on their boats, having found that there were no suitable places on shore. They were to have had the yamens provided for the temporary residence of officials passing through, but the outgoing Taotai, whose successor is expected in a few days, did not think it worth his while, in view of his approaching departure, to show respect to the new arrivals. He left under a cloud, his accounts having been found to be crooked. The incoming Taotai is a relative of the Viceroy and may be expected to play into his hands in his dealings with foreigners.

The Viceroy, whose official illness I recorded some months ago, seems now to have quite recovered, but his official health. This is probably owing to his connection with Li Hung-chang, whose niece married the Viceroy's son last year. What a farce Li Hung-chang's supposed favourable attitude towards foreigners appears, when we see his influence used to bolt or up one who has been the head and front of opposition to foreign and foreign projects in this province!

H. B. McConnel, Resident, Mr. Cockburn, left for England yesterday, his stay having been prolonged several months longer than he expected. He bears with him the best wishes of many friends here. Mr. Marshall, of the Office of Public Works, is making only a short stay here, remaining only long enough, we are told, to order some repairs on the Chinese building which is now rented for a consulate and perhaps to see about land for a future consulate building if a concession is laid out. Where the concession will be, there is one, but no one has decided upon it. The most suitable place seems to be on the opposite side of the Yangtze, but in that case there will be a swift, and sometimes impassable, stream separating it from the city.

The city seems very little disturbed over the new arrivals, although the preloved examination of the foreigners are coming to collect foreign taxes, but nothing will come of it probably.

Chungking, 5th November.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Teasels, during their stay in Hongkong Harbour:—

St. Nicholas, American ship, Capt. O. E. Carver.—Douglas, Laprak & Co.

Intimations.

THE OFFICE OF THE 'CHINA MAIL' HAS BEEN REMOVED TO

No. 5, Wyndham Street, At the Corner of Wellington Street, Hongkong, November 3, 1890.

德西報已遷至街牌五威頓角

臣字館經往威門第號街牌

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTISANSHIP REFORMATION and BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the 'China Mail' Office, and at Messrs. LARSEN, OAKFORD & Co.,—Price, 75 cents.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 4th December, 1890, at Noon, the Company's S.S. OXUS, Commandant DELACROIX, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 3rd December, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

(A. DE CHAMPEAUX, Agent.)

Hongkong, November 20, 1890. 1893

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

ABYSSINIA, WEDNESDAY, 19th Dec.

PARTHIA, THURSDAY, 25th Dec.

BATAVIA, SUNDAY, 25th Jan.

THE Steamship ABYSSINIA, Captain WILLIAMSON, R.N.R., sailing at Noon on WEDNESDAY, the 19th December, will proceed to VANCOUVER, and INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong to Victoria \$210.00

To Port Townsend, Seattle, Tacoma \$213.00

To Portland, Oregon \$220.00

To Winnipeg, Minneapolis, St. Paul \$261.00

To Chicago, Kansas City, Milwaukee \$275.00

To St. Louis, Detroit, Cincinnati \$300.00

To Hamilton, Kingston, London, (Ont.), Quebec, Montreal, Buffalo, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.

To Quebec, Boston, Portland (Maine) \$235.00

To Halifax, St. John's \$305.00

To Liverpool \$325.00

To London via Liverpool \$345.00

To Paris and Havre \$335.00

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, and Clerical and Civil Services, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months at 25 per cent. off Return Fare.

(Times reduced from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who remain in the ship 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Ports will be issued available for 12 months at double fare (Mexican Dollars).

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our office with the cargo, marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, November 29, 1890. 1891

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 21st day of December, 1890, at 11 a.m., the Company's S.S. RACHEN, Captain K. v. Gesser, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 20th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to

MELOHRS & Co., Agents.

Hongkong, November 24, 1890. 2009

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 6th December, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco \$225.00

To San Francisco and return \$393.75

To Liverpool \$325.00

To London \$332.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked and addressed in full; value of goods is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further Information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, November 13, 1890. 1951

THE EQUITABLE LIFE ASSURANCE SOCIETY.

UNITED STATES.

RUSSELL & Co., Agents.

Hongkong, November 14, 1890. 1954

SHARE LIST.—QUOTATIONS.—DECEMBER 1, 1890.

Stocks.

HONGKONG AND SHANGHAI BANK CORP., 50 sh.

New Issue.

Union Insurance Office Co., Ltd., 10,000 \$

China Trade Insurance Co., Ltd., 25,000 \$

North-China Insurance Co., Ltd., 5,000 \$

Straits Insurance Co., Ltd., 30,000 \$

Union Insurance Society Co., Ltd., 10,000 \$

FIRE INSURANCES.

China Fire Insurance Co., Ltd., 20,000 \$

Hongkong Fire Insurance Co., Ltd., 8,000 \$

Straits Fire Insurance Co., Ltd., 20,000 \$

FIRE AND MARINE INSURANCES.

Singapore Insurance Company, Ltd., 40,000 \$

BOATS.

Hong Kong & Whampoa Dock Co., Ltd., 12,500 \$

China and Mercantile S. S. Co., Ltd., 3,500 \$

Douglas Steamship Co., Limited, 20,000 \$

Indo-China S. S. Company, Limited, 60,000 \$

Steam Launch Company, Limited, 2,000 \$

REFINERIES.

China Sugar Company, Limited, 15,000 \$

Wharves.

H.K. & Kow. Wharf & Godown Co., 20,000 \$

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited, 50,000 \$

Kowloon Land and Building Company, Limited, 6,000 \$

Peak Building Company, Limited, 1,000 \$

Richmond Terrace Building Co., Limited, 12,500 \$

Shanghai Land Company, Limited, 30,000 \$

West Point Building Co., Limited, 12,500 \$

Trust and Loan Co. of China, Ltd., 10,000 \$

HOTELS, ETC.

H.K. High-Level Tramway Co., Ltd., 1,200 \$

MINING.

Johela Mining & Trading Co., Ltd., 4,500 \$

Mining Co. and Suihing Dux Sam n an, 60,000 \$

Selama Tin Mining Company, Limited, 25,000 \$

Societe Francaise des Charbonnages de Tonkin, 8,000 \$

The Balmoral Gold Mining Co., Ltd., 15,000 \$

Imuris Mines, Limited, 175,000 \$

PLANTING, ETC.

China-Borneo Company, Limited, 7,500 \$

East Borneo Planting Co., Limited, 4,000 \$

Leak Planting Company, Limited, 5,000 \$

Sungei Koyah Planting Co., Ltd., 5,000 \$

H. G. Brown & Co., Limited, 6,000 \$

The Lameg Planting Co., Limited, 6,000 \$

HOTELS, ETC.

Austin Arms Hotel and Building Company, Limited, 4,000 \$

Hongkong Hotel Company, Ltd., 3,000 \$

Peak Hotel & Trading Co., Limited, 4,000 \$

Borneo Hotel and Stores Co., Ltd., 1,000 \$

Shamson Hotel & Land Co., Ltd., 5,000 \$

DISPENSARIES.

A. S. Watson & Co., Limited, 50,000 \$

Crichton & Co., Limited, 1,600 \$

H.K. & C. and Co., Limited, 5,100 \$

New Electric Co., Limited, 1,800 \$

Hongkong Electric Co., Limited, 30,000 \$

BRICK AND CEMENT.

Green Island Cement Co., Ltd., 20,000 \$

Hongkong Brick & Cement Co., Ltd., 4,000 \$

FABRICATORS.

A. G. Gordon & Co., Limited, 6,000 \$

Campbell, Moore & Co., Limited, 1,200 \$

Geo. Fenwick & Co., Limited, 6,000 \$

Hongkong Bazaar Company, Ltd., 5,000 \$

Hongkong Dairy Farm Co., Ltd., 3,000 \$

Hongkong Ice Company, Limited, 6,000 \$

Hongkong Rope Manufacturing Co., Ltd., 3,000 \$

Mandarin Furniture Co., Ltd., 3,000 \$

FOUNDER'S SHARE.

Loans.

Amount.

Value.

Interest.

Quotation.

Chinese Imperial, 1891, \$1,594,700.14 \$500

Hongkong Hotel Mort., 1891, \$400,000.00 \$500

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on THURSDAY, the 18th December, 1890, at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco \$225.00

To San Francisco and return \$393.75

To Liverpool \$325.00

To London \$332.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked and addressed in full; value of goods is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further Information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, November 26, 1890. 2024

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS AGAIN FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 16, 1887. 1840

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour B.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Field's Wharf. 6. From Field's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kowloon Wharves to North Point. 10. From North Point to the P. and O. Co.'s Office. 11. From the P. and O. Co.'s Office to the Naval Yard.

Section. 12. From the Naval Yard to the Gas Works. 13. From the Gas Works to the Harbour Master's Office. 14. From the Harbour Master's Office to the P. and O. Co.'s Office. 15. From the P. and O. Co.'s Office to the Naval Yard.

Section. 16. From the Naval Yard to the Gas Works. 17. From the Gas Works to the Harbour Master's Office. 18. From the Harbour Master's Office to the P. and O. Co.'s Office. 19. From the P. and O. Co.'s Office to the Naval Yard.